

## **ATC Manager's Perspective**

Throughout the years, we've put a lot -- a great deal of emphasis on runway incursions, and obviously there's very good reason for that.

Runway incursions are serious business, and we certainly want to do whatever we can to avoid those types of things. But I'm really happy to see our emphasis on runway excursions.

Now, they happen with less frequency than the incursions do. However, we know that they're responsible for more fatalities, more property damage, basically a lot more involved with a runway excursion. So we're doing everything that we can to avoid that.

And, you know, therefore, like I said, we have worked very hard to establish very good communications, not only between pilots and controllers, but between all the players here -- the airlines, for example, the city operations people, and everybody else, to make sure that we communicate all the information that's necessary to keep things safe during winter ops.

We try to keep things as efficient as possible, too, right, and we're balancing that with safety.

But one thing we have to keep in mind, particularly during winter operations, for example, tailwind operations, we cannot tolerate a tailwind with a runway that is contaminated with snow or ice or even water, for that matter.

And we have to keep that in mind when we get to the wintertime ops in particular, because, like I said, it's easy to have all those conflicting goals and start to lean one way or the other.

Safety has to be number one, and during winter ops, that means doing everything you can to make sure that we don't have runway excursions, or at least increase our likelihood of having one.